

Mr. S. M. English

REPAIRS - SS "ESSO NEW ORLEANS"

E. J. Porus

April 30, 1969

02-439-9 (P)

The SS "ESSO NEW ORLEANS" arrived at Newport News Shipbuilding & Dry Dock repair yard on April 6, 1969, at approx. 12:00 for USCG Biennial Inspection, ABS Hull & Machinery Survey, Bow Thruster Installation and various other repairs as required.

Vessel was in drydock from 18:00 on April 12 until 07:00 on April 13, 1969.

Tailshaft was drawn in and taper magnafluxed as required. New Waukesha seals and liners were installed on both ends of shaft. Spare propeller listed for "ESSO BALTIMORE" Class vessel was installed on "ESSO NEW ORLEANS" shaft. Damaged propeller was left at Newport News Shipbuilding & Dry Dock for repair cost estimate.

All required sea valves and strainers were opened, cleaned and overhauled as necessary. Anchor chains were ranged.

International paints were applied to hull LL to keel.

Humble paints covered topside LL to rail.

USCG biennial inspection was completed on April 28, 1969.

ABS First Special Hull and machinery surveys were completed with no outstandings remaining.

Boiler Hydrostatic, together with boiler mounting 4 yr. item, was completed during this repair period.

One (1) owner supplied rebuilt main circulator impeller was installed in one main circulator. Other main circulator rotating assembly was rebuilt by Newport News and reinstalled in good order.

Owner supplied rebuilt Warren main feed pump rotating assembly was installed in outboard pump. Rotating assembly in inboard pump was overhauled and reinstalled in inboard pump.

New Gould salt water service pump was installed, tested and proven in good order. Removed pump and motor were scrapped.

Main Condenser water boxes were cleaned, inspected, and all bare spots "Red handed" as necessary. All anodes were checked and renewed or reinstalled as required except one (1) which was not available at this time.

Main Condensate rotating assemblies were overhauled and reinstalled in their respective casings.

All main engine bearing clearances taken, tooth contacts, etc. were within tolerances and in excellent condition.

H.P. rotor blading was encrusted with foreign material. This rotor was removed to shop and fly ashed and cleaned and checked for balancing.

L.P. rotor last row of ahead blading shows signs of severe water erosion on leading edge. Nothing was done at this time, but special attention to be paid to this row during next examination.

G.E. main generator reduction gears were examined and found to be in good condition. Bull gear thrust clearances were below normal and exact cause or reason was not ascertained. These clearances were opened to approx. 008" during reassembly of unit.

This generator and turbine was operated under medium load conditions for approx. 20 hours and thrust clearances of this bull gear rechecked and found to be exactly as set. Temperature change did not effect or change clearances. Tooth contact of bull and pinion gears looked fair.

Turbine rotor and generator rotor looked in excellent condition.

USCG requirements (835) concerning remote cut-out switches for diesel igniter pumps and vent fans as issued in Galveston in 1968, were successfully completed to the satisfaction of local USCG inspection, Lt. Cmdr. D. Werner.

Four (4) new fixed washing machines were installed in each #3 wing tank.

Port and stbd. deep well ballast pumps were removed to shop and overhauled. Pumps were returned, reinstalled, tested and proven in good order.

"E" Solvent pump (deep well) was removed to shop for installation of newly designed primomatic valve and cage. Upon reinstallation and testing for proper operation, this new valve proved a source of serious trouble. Noticeable rumble, drag and loss of suction were evident. Approx. 3 ft. of water was in tank during test procedure. Pump was removed again, old primomatic valve reinstalled and then pump operated again and all defects cleared up. Pump ran smooth and pumped normally. At this particular time pump did recycle as normal and old valve worked well. New valve was left aboard vessel for future disposition.

A new "Bird Johnson" steam driven bow thruster was installed as detailed on Newport News Dry Dock approved plans. Six (6) inch steam line with a eight (8) inch exhaust line from turbine to existing eight (8) inch line on deck. Details of equipment installed are listed in prints.

"Terry" turbine back pressure trip was raised from 20 PSI to 35 PSI with verbal approval of turbine manufacturer. New nameplate data as required for turbine data plate to be installed on turbine as soon as possible to avoid complication with society approvals. Excessive back pressure on turbine during initial starting of torque periods constantly tripped out unit. With back pressure trip raised as listed, and no back pressure at Engine Room location, it was possible to operate unit from idling to full power (1100 H.P.) without cutting out turbine.

Redesigned throttle valve on turbine for automatic start up is being developed. Turbine as installed on vessel, will not be automatically started from bridge.

Bollard Pull as read on scale was 16,000 lbs., est. 1100 H.P.

This unit as installed will require attention to necessary operational functions and is not essentially automatic.

All new deck steam 5" ex.hv. steel line was installed from focsle to aft house.

All new heating coils were installed in both P & S bunker tanks, 1½" ex.hv. steel coils.

New oxygen analyzer panel was installed and connected up as required by manufacturer. This unit was not tested before vessel departed contractor's pier.

New back pressure automatic digital control for valvematic actuators on back pressure valves was installed during this period. This system was not operable when vessel departed yard.

All repairs, alterations, renewals, installations were completed as detailed on April 30, 1969, at 07:30. Vessel departed contractor's pier bound for Baytown, Texas.

Sincerely Yours,

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E. J. FORUS

EJP:10

Mr. S. M. English

REPAIRS - SS "ESSO BALTIMORE"

E. J. Forus

April 22, 1969

02-403-9 (P)

The SS "ESSO BALTIMORE" arrived at Newport News Shipbuilding & Dry Dock at 11:00 on April 7, 1969, for repairs, ABS machinery and hull survey, USCG biennial inspection.

Slops were pumped ashore and final tank and related lines gas freed as necessary. Work commenced at 7 A.M. on April 8, 1969.

Vessel was in drydock from 8 A.M. April 8th to 8 A.M. April 12, 1969. All sea valves were opened and examined as required. Anchor chains were ranged.

While in drydock, leaky Waukesha seals were discovered and decision was made to draw in tailshaft and renew. Consequently, new liners and seals were installed on tailshaft at this time.

Rudder Lower pintle nut was found to be loose on pin. Pin was lifted to check taper and then reinstalled in good order. Keeper was welded over pintle nut.

No retainer was found on micarta pintle bushing. New retainer was fabricated and welded in place.

All steel watertite doors were installed around afterhouse entrances to accommodations as required by ABS for deeper load drafts. Total of five doors were installed.

ABS machinery Survey No. 2 was completed during this repair period. Hull survey was completed also.

USCG Biennial inspection was completed on April 22, 1969.

Twenty six (26) owner supplied superheater tubes were installed in port boiler superheater.

All repairs were completed and vessel sailed from contractor's pier at 22:30 on April 22, 1969.

Sincerely yours,

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E. J. FORUS

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